

### Amendments to the Specification

Please replace paragraphs [0027], [0033], [0037], [0044] and [0046] in the original specification with the corresponding revised paragraphs shown below.

**[0027] FIG. 11** is a side view of the [third] second embodiment of the dump trailer of **FIG. 10** shown in the tow position.

**[0033] FIG. 15B** is a partial rear view of the trailer of **FIG. [12B] 12**, showing the rear elements of the elevating substructure in its collapsed state.

**[0037]** The auxiliary wheel assembly **300** is rotatably mounted at the forward end **201C** of the dual bar **201**. The purpose of the auxiliary wheel assembly **300** is to maintain the dump trailer **100** in a horizontal orientation when it is not hitched to the tow vehicle **T**, allowing the dump trailer **100** to be used similar to a conventional three-wheeled wheelbarrow, as illustrated in **FIG. 2**. The auxiliary wheel assembly includes a wheel **330** that is freely rotatable about a vertical axis and that is mounted on a rigid curved bar **301**. The curved bar **301** is captured between the first and second bars **201A**, **201B** by means of a pin that extends through bores in the first and second bars **201A**, **201B** and the curved bar **301**, thereby allowing the curved bar **301** to rotate about the pin from a non-functional position, shown in **[FIG. 1] FIG. 2**, to a functional position shown in **[FIG. 2] FIG. 1**. In the functional position, the wheel assembly **300** is rotated down, with the wheel **330** extending down and supporting the forward end **201C** of the tow bar assembly **200**. In the non-functional position, the auxiliary wheel assembly **300** is rotated so that the wheel **330** extends upward away. Note that the tow coupler means **240** is connected to the end of the curved bar **301** such that the wheel assembly **300** is prevented from remaining in the functional position when the dump trailer **100** is hitched to the tow vehicle **T**.

**[0044]** Operation of the first alternative embodiment of the dump trailer **1100** according to the invention is as follows: The dump trailer **1100** is connected to the pintle **P1** of the pintle coupler on the tow vehicle **T** by means of the eye **P2** on the hitch end **1225** of the tow bar assembly **1200**. The tow bar assembly **1200** is a rigid assembly and, as the tow vehicle **T** moves forward, the dump trailer **1100** is pulled along. To bring the dump trailer **1100** to a dump position, the wheels **W** of the dump trailer **1100** are blocked from rolling rearward. A wheel chock **C** is shown in **[FIG. 11] FIG. 10** for reasons of simplicity in illustration, but it is

understood that the dump trailer **1100** may just as well be equipped with electrical, mechanical, or hydraulic brakes that are actuated from the tow vehicle **T**. The tilt-locking assembly **1400** is released, so that the tilt-control plates **1310** are free to swing as the tow bar assembly **1200** changes in tilt orientation. With the wheels **W** of the dump trailer **1100** blocked, the tow vehicle now simply backs up toward the dump trailer **1100**. The pivot means **1220** allows the upper end of the tow bar assembly **1200** to pivot, thereby changing the angle of the tow bar assembly **1200** to a more vertical orientation to accommodate the shortening distance between the tow vehicle **T** and the dump trailer **1100**. This forces the body of the dump trailer **1100** to pivot about its axle, effectively raising the front end **F** and lowering the rear end **R** of the dump trailer **1100**. When the dump position is no longer required, the tow vehicle **T** is simply moved forward. The tow bar assembly **1200** is pulled to a more horizontal orientation, thereby pulling the front end **F** of the dump trailer **1100** down to its normal position.

[0046] To move the dump trailer **1800** into the dump position, the wheels **W** are prevented from rolling rearward by some suitable means. In the illustration shown, wheel chocks **C** are placed behind the wheels **W**, although it is understood, that other conventional means of applying brakes to the wheels **W**, such as mechanical, electrical, or hydraulic brakes that are actuated from the tow vehicle **T**, are included within the scope of the invention. A safety lock **1836**, shown in [FIG. 14] **FIG 11**, is used to secure the length of the telescoping tow bar [630] **1830** when the dump trailer **1800** is not being used for dumping. This safety lock **1836** is removed to release the telescoping function of the tow bar **1830**. The tow vehicle **T** backs up toward the dump trailer **1800**. The force against the tow bar assembly **1810** forces the first tow bar **1832** to slide over the second tow bar **1834**, thereby shortening the distance between the tow vehicle **T** and the dump trailer **1800**. The tilt means **1820**, being pivotably mounted on the tow bar **1830** and the body of the dump trailer **1800** is forced to a more vertical orientation. This effectively raises the front end **F** and lowers the rear end **R** of the dump trailer **1800**, as shown in **FIG. 13**.